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10/626,969

07/25/2003

Kenneth E. Flick

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10/02/2006

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EXAMINER

SWARTHOUT, BRENT

ART UNIT

PAPER NUMBER

2612

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**BEFORE THE BOARD OF PATENT APPEALS  
AND INTERFERENCES**

Application Number: 10/626,969  
Filing Date: July 25, 2003  
Appellant(s): FLICK, KENNETH E.

**MAILED**  
OCT 02 2006  
**GROUP 2800**

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Paul J. Ditmyer  
For Appellant

**EXAMINER'S ANSWER**

This is in response to the appeal brief filed September 11, 2006 appealing from the  
Office action mailed March 15, 2006.

**(1) Real Party in Interest**

A statement identifying by name the real party in interest is contained in the brief.

**(2) Related Appeals and Interferences**

The examiner is not aware of any related appeals, interferences, or judicial proceedings which will directly affect or be directly affected by or have a bearing on the Board's decision in the pending appeal.

**(3) Status of Claims**

The statement of the status of claims contained in the brief is correct.

**(4) Status of Amendments After Final**

The appellant's statement of the status of amendments after final rejection contained in the brief is correct.

**(5) Summary of Claimed Subject Matter**

The summary of claimed subject matter contained in the brief is deficient. 37 CFR 41.37(c)(1)(v) requires the summary of claimed subject matter to include: (1) a concise explanation of the subject matter defined in each of the independent claims involved in the appeal, referring to the specification by page and line number, and to the drawing, if any, by reference characters and (2) for each independent claim involved in the appeal and for each dependent claim argued separately, every means plus function and step plus function as permitted by 35 U.S.C. 112, sixth paragraph, must be identified and the structure, material, or acts described in the specification as corresponding to each claimed function must be set forth with reference to the specification by page and line number, and to the drawing, if any, by reference characters. The brief is deficient because gggg.

The summary of claimed subject matter contained in the brief is correct.

**(6) Grounds of Rejection to be Reviewed on Appeal**

The appellant's statement of the grounds of rejection to be reviewed on appeal is correct.

**(7) Claims Appendix**

The copy of the appealed claims contained in the Appendix to the brief is correct.

**(8) Evidence Relied Upon**

5216407	Hwang	6-1993
5084697	Hwang	1-1992
5990786	Issa et al.	11-1999
6005478	Boreham et al.	12-1999
5315285	Nykerk	5-1994
5469298	Suman et al.	11-1995

**(9) Grounds of Rejection**

The following ground(s) of rejection are applicable to the appealed claims:

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1-3,6,8,12-14,17,19-23,25,28-32,35,37 and 40 are rejected under 35 U.S.C. 103(a) as being unpatentable over Hwang (407) in view of Suman et al. or Nykerk, and further in view of Boreham et al.

Hwang teaches a prealarm warning system comprising prealarm sensor (port b, Fig.1) for sensing low level security alert and prealarm emulator 102 for generating a signal on data communication line to alarm controller 103 to cause alert indicator 105 to generate a prealarm different than a full alarm (col.1, line

65- col.2, line 15), except for specifically stating that communications are carried out using a data bus “extending throughout the vehicle”. It is noted that the term “extending throughout the vehicle” has support in the specification only to the extent that the bus is interconnected to various components that are throughout the vehicle, the specification being silent as to any specific physical location that the actual bus extends.

Although Hwang does not specifically state that data communication line between emulator 102 and alarm controller 103 is a bus, such would have been obvious to one of ordinary skill in the vehicle security communication art, since a bus is a well-known type of communication line in vehicle security communication systems.

Furthermore, Suman teaches desirability of using data bus 111 for communicating data for indication of vehicle security (col.9, line 10), whereby the data bus 111 extends throughout the vehicle from data interface 100 to conductor 129 (Fig. 6A), and interfaces with plural vehicle systems 101-110 throughout the vehicle, including a security system tamper sensor 105.

Also, Nykerk teaches desirability in a vehicle security system of interfacing security alarm sensing data to data bus 64, which extends throughout vehicle, at least to the extent of control module 57 (Fig. 4), via processor 60, the data bus 64 also being connected to other vehicle systems (Fig.4).

It is noted that since appellant’s claims do not provide specific limitations regarding the physical extent of the term “throughout the vehicle”, both data bus’s

in Suman and Nykerk satisfy the broad limitation of a data bus extending throughout a vehicle.

Furthermore, since Suman teaches communication through data bus 111 via interface 100 and wiring 73a to vehicle components 101-110 which are dispersed throughout the vehicle, the bus is essentially extending throughout the vehicle since its communication signals are being delivered to wiring harness 73a, which in effect is acting as a portion of the bus.

The same can be said for Nykerk, in that data bus 64 via interface 88 and electrical harness 30 communicates with vehicle components, essentially making the harness 30 part of the communications bus.

Boreham further discloses desirability in a vehicle alarm system of using data bus with addressing to provide alarm data to activate a pre-alarm or loud alarm upon a sensed security condition (col.3, lines 25-30; col.4, lines 43-48; col.6, lines 18-27). Boreham specifically states that vehicle security control unit **can address devices other than the siren unit 2 on a single serial data bus** (col. 6, lines 21-22), as shown via line 10 (Fig. 1).

It would have been obvious to connect a prealarm warning system as disclosed by Hwang over a vehicle data bus as suggested by Suman and Nykerk, and to further use addressing over the data bus, and to allow a bus to be used to extend further throughout the vehicle, such as to components in the instrument panel (Boreham- col. 7, lines 18-20) and ignition line (Boreham- col. 7, lines 53-56) as suggested by Boreham, in order to take advantage of wiring

already existing in a vehicle without having to add supplemental wiring to communicate sensed data in a vehicle alarm system, and to allow communication with specific vehicle systems which have individual addresses (col.5, line 17).

One of ordinary skill in the art would have found it obvious to use the data bus systems extending throughout the vehicle as disclosed by Suman and Nykerk to communicate with a prealarm device as disclosed by Hwang in a vehicle that was already equipped with wiring harnesses to vehicle components, while recognizing the advantages of using a data bus system such as disclosed by Boreham and well-known in the art in newer vehicle applications, in conjunction with a prealarm system, in order to allow addressing of individual components to enable bi-directional communication and to save on wiring costs by not having to use harnesses where a data bus already existed.

Regarding claim 2, Hwang uses multi-stage sensor b since it gives a chirp alert for sensing one output and gives a full alert on sensing a different output (col. 2, lines 1-15).

Regarding claim 6, Hwang teaches use of motion sensor (Fig. 1).

Regarding claim 8, Hwang teaches use of siren 105.

Regarding claim 21, choosing to place system components in a housing would have been obvious in order to protect against tampering and environmental hazards.

Claims 4,15,26,33 and 38 are rejected under 35 U.S.C. 103(a) as being unpatentable over Hwang (407) in view of either Suman et al. or Nykerk, and further in view of Boreham et al. and Hwang (697).

Hwang (697) discloses desirability of making a prewarn alert shorter than a high level alert (col.2, lines 29-38).

It would have been obvious to use a short prewarn alert as suggested by Hwang (697) in conjunction with a system as disclosed by Hwang (407) and Suman or Nykerk , and Boreham in order to notify parties that a vehicle was alarmed while still minimizing nuisance alerts of long duration.

Claims 5,7,16,18,24,27,34,36 and 39 are rejected under 35 U.S.C. 103(a) as being unpatentable over Hwang (407) in view of Suman et al. or Nykerk, and further in view of Boreham et al. and Issa et al.

Issa teaches desirability of using prewarn alerts of lesser intensity than alarms for high levels of concern (col.3, lines 19-35,65-67), and for using a two-zone shock sensor, one zone for light touches and a second zone for heavy impacts (col.3, lines 20-25, 65-67).

It would have been obvious to use a lower volume alert for less hazardous conditions, and a two-zone shock sensor as suggested by Issa in conjunction with a system as disclosed by Hwang (407) and Suman or Nykerk, and Boreham in order to let a bystander know how serious an alert condition was, and in order to differentiate between minor bumps and serious shocks indicative of intrusion attempts.



**(10) Response to Argument**

Regarding appellant's remarks filed with the appeal brief, on pages 8-9 it is stated that data bus means as disclosed by Suman and Nykerk do not extend throughout the vehicle.

For the reasons as set forth above in the statement of the rejection, both Suman and Nykerk disclose data bus means which extend throughout a vehicle between points of connection, such as an interface means and a conductor (Suman) or a microprocessor 60 and interface 88 (Nykerk). Thus, both satisfy the limitation of use of a data bus extending throughout a vehicle in communication with a vehicle alarm system. Use with a prealarm system as suggested by Hwang would have been obvious to one of ordinary skill in the art in order to give a vehicle occupant advanced notice that an alert was to be generated, in order that steps could be taken to prevent generation of a full-fledged alarm, thus preventing nuisance alerts when an authorized occupant was present, in a system that also took advantage of a data bus, allowing bidirectional communication to allow monitoring or control of vehicle components.

Regarding remarks on page 11 of the brief, it was not the intent of the Office action to imply that the actual data bus connections of either Suman, Nykerk or Boreham be physically incorporated into the system of Hwang as suggested by appellant. Rather, one of ordinary skill in the art would have found it obvious to use a conventional data bus connected to a vehicle alarm system as suggested by Suman, Nykerk or Boreham in conjunction with a vehicle alarm

Art Unit: 2612

system that including a prealarm function as well as main alarm as disclosed by Hwang, in order to allow a vehicle occupant or nearby observer to be given the opportunity to disarm a main alarm once a prealarm condition was indicated in order to avoid nuisance alerts, while also enjoying the well-known advantages of a data bus, namely bidirectional communication to components from a controller to allow monitoring and control of vehicle components.

**(11) Related Proceeding(s) Appendix**

No decision rendered by a court or the Board is identified by the examiner in the Related Appeals and Interferences section of this examiner's answer.

For the above reasons, it is believed that the rejections should be sustained.

Respectfully submitted,



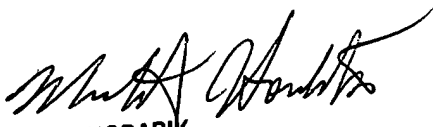
Brent Swarthout

Primary Examiner

Art Unit 2612

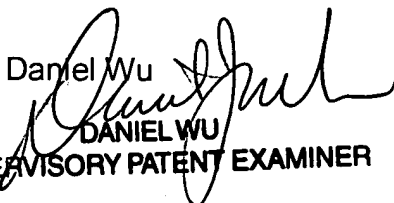
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